

THE OVERLAND CHINA MAIL
(PUBLISHED EVERY
MAIL DAY.)
Contains the Week's News
of London and the
Far East.
Price (including Postage) to any
part of the world, \$13.
per annum.

The China Mail.

ESTABLISHED 1845

AGENTS.
Orders for the "Overland China Mail" may be made to our agents at the following ports:-
Canton: PATEL & CO.
Fookow: SHOOKETT & CO.
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No. 16,580.

號四五月年六十百九千壹

HONGKONG, THURSDAY, MAY 4, 1916.

辰丙次歲年五國民華中

PRICE, \$3.00 Per Month

THORNE'S
OLD VAT
No. 4.
SCOTCH WHISKY.
SOLE AGENTS:
A. S. WATSON & Co. Ltd.
WINE & SPIRIT MERCHANTS.
HONGKONG.
Tel. 616.

HONGKONG VOLUNTEER CORPS.
Corps Orders by Lieut.-Col. A. Chapman, V.D.
JOINED.
Reservist John Sim, Singapore Volunteer Corps, is attached to the Engineer Company H.K.V.C. from this date.
LEAVE.
Co. Sgt. Major Bolen is granted 7 months leave of absence from the Colony with effect from 20th April 1916.
TRANSFER.
Private Abloom is transferred from Right Section M. G. Co. to Engineer Company from this date.
PARADES.
Parades for Friday 5th inst. at 5.30 p.m.
Defenders drill at Headquarters under Co. Sgt. Major Bolen.
Recruits of Right Section M.G. Co. Squad drill and rifle exercises at Headquarters.
Squad Co. No. 1 Section. Squad drill at Headquarters.
Artillery Battery. Standing gun drill at Gun Club Hill. Sergeant, Bradley R.G.A. will attend.
DETAIL.
On duty to-night: Civil Service Company.
Next for duty: H.K.V.C.
Officer until the 5th inst.: Lieut. Bolen.
HONGKONG POLICE RESERVE.
PARADES, etc.
Monday, May 4th. Maxin Gunnery, 5.30 p.m., Orchestra Practice 6.30 p.m.
Tuesday, May 5th. Sections 13 and 14 under Chief Inspector Mason 5.30 p.m.
Wednesday, May 10th. Maxin Gunnery, 5.30 p.m.
Thursday, May 11th. Sections 13 and 14 under Chief Inspector Mason 5.30 p.m.
Friday, May 12th. Maxin Gunnery, 5.30 p.m.
JOINED.
No. 1 Company. The following War dogs of Victoria (Gholi): Mawab Khan, Wali Daul, Lal Khan, Golan Hosin, and Golan Halder.
No. 4 Company. Leung Kam Hang, Li Ching Yee, Luk Phe Hong, Tai Tin Shing, Wong Chun Yau, Chung Man Ju, Fung Man Yee and Ma Way Man.
The above recruits will drill on Monday, Wednesday and Friday, May 8th, 10th, and 12th as follows:-
No. 1 Company under Staff Inspector Clarke.
No. 4 Company under Company Sergeant Major Peter Wong.
Equipment for
Commencing on Monday, May 15th, an Equipment and Emergency Call Station. Every member of the Force will be required to attend before this Board. Sections and other units will be warned in rotation.
(Sgd.) F. C. JENKIN.
D.S.P. (Reservist).

PEAK TRAMWAYS COMPANY, LIMITED.
TIME TABLE.
WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 10 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 8.10 p.m. Every 10 minutes.
NIGHT CARP.
8.30 p.m. and 9 p.m. 8.30 p.m. to 11.00 p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of an hour.
SUNDAY.
7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 12.00 a.m. Every 10 minutes.
12.00 Noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
8.00 p.m. to 8.10 p.m. Every 10 minutes.
NIGHT CARS on Week Days.
SUNDAY.
Extra Car at 12 midnight.
SPECIAL CARS by arrangement at the Company's Office, Alexandra Bazaar, Des Voeux Road Central.
Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office.
No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Comptroller order representing Bank Notes.
JOHN D. HUMPHREYS & SON
General Managers.

BUSINESS NOTICES.
STEAM OR MOTOR VESSELS
6,000 Tons, 3,000 Horse Power now Built
Steel Building Work of every Description.
Castings, Forgings, Repairs and Supplies.
Prompt Attention and Shipment to Destinations.
W. S. BAILEY & Co., Ltd.
ENGINEERS and SHIPBUILDERS.
KOWLOON BAY

WE HAVE RECEIVED NEW STOCKS OF
JEFFREY'S PILSENER BEER
(BREWED IN SCOTLAND).
A. S. WATSON & Co., Ltd.
WINE AND SPIRIT MERCHANTS.
HONGKONG.
Telephone No. 616.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.
Established 1833
MANUFACTURERS OF
PURE Manila ROPE
STRAND 3" to 15" CIRCUMFERENCE.
CABLE LAID 5" to 15" CIRCUMFERENCE.
4 STRAND 3" to 10" CIRCUMFERENCE.
Oil Drilling Cables of any size up to 3,000 feet in length.
Prices, Samples and full particulars will be forwarded on application to
Shewan Tomes & Co., General Manager.
Hongkong, April 11, 1916.

"MUMEYA."
"While-you-wait" Photography.
JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH APPARATUS AND MATERIALS WHICH CAN FINISH IN AN HOUR.
PRICE 2.00 per 3 pcs. on Post Cards.
No. 8, Queen's Road Central.
TEL: No. 354.

NORTH BRITISH & MERCANTILE INSURANCE CO.
IN WHICH ARE VESTED THE SHARES OF
THE OCEAN MARINE INSURANCE COMPANY, LTD.
and
THE RAILWAY PASSENGERS' ASSURANCE CO.
TOTAL FORTS AT 31st DECEMBER, 1914.
223,970,387.
Authorized Capital £2,000,000
Subscribed Capital £4,600,000
Paid up Capital £2,457,500
IL—Fire Funds..... 3,837,047
IL—Life & Annuity Funds..... 17,667,580
Sinking Fund Account..... 128,230
£23,970,387
Revenue Fire Branch..... £2,381,468
Life and Annuity Branch..... £1,141,563
Revenue Marine Department..... 337,239
Other Receipts..... 478,940
£2,339,210
The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.
SHEWAN TOMES & CO.
Agents.

THE CHINA MAIL TYPHOON MAP and GUIDE
Enables one to locate the centre of a Typhoon.
MOUNTED ON CARDBOARD AND TAPED FOR HANGING.
Price 50 Cents.
From the CHINA MAIL Office.
THE ALEXANDRA CAFE cannot be beaten, if equalled. For Bread, Cakes, Confectionery, Meats and Wine & Liquors.

BUSINESS NOTICES.
THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD.
TAIKOO DOCKYARD, HONGKONG.
SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE-MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.
Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.
GRAVING DOCK 757' x 88' x 34'
Pumps empty Dock in 2.3.4 hours.
THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement providing conditions for painting ships with most efficient results.
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.
40-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.
AGENTS FOR:
JOHN I. THORNTON & CO. LTD.
PETROL & KEROSENE MOTORS 1 1/2 to 150 H.P.
As supplied to the British Admiralty and War Office.
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LANCHES, HOUSEBOATS & YACHTS OF EVERY DESCRIPTION.
MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.
Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the Town Office.
BUTTERFIELD & SWIRE.
HONGKONG, CHINA AND JAPAN, AGENTS.
Telegraphic Address: "TAIKOODOCK." TELEPHONE No. 212.

VICTORIA THEATRE
FRIDAY, 5th MAY, 1916.
A GRAND GALA PROGRAMME
FOR THE WEEK END
EXPLOITS OF ELAINE
(1st & 2nd EPISODES.)
A Great Serial
Comedies:
CHARLIE BY THE SEA,
CHARLIE GETTING ACQUAINTED,
A FATAL TAXI (Keystone Comic),
WHEN KNIGHTS WERE BOLD.
Interesting:
PATHE'S BRITISH GAZETTE.
Matinee Saturdays only
EXPLOITS OF ELAINE
Booking at Theatre (Prices as usual).

THE HONGKONG HOTEL
AND
GRILL ROOM
J. B. TAGGART,
MANAGER.

PEAK HOTEL.
ADMIRABLY SITUATED AT VICTORIA GAP.
Adjacent to the Tramway Terminus, 1,400 feet above Sea Level.
A FIRST CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL.
Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' rooms, Roof Garden.
Terms: From \$5 per day. Mea.
Telegraph Add: "Peak Hotel."
P. O. PEUSTER,
Manager.

PATELL & CO.
Importers-Exporters
AND
Commission Agents
HONGKONG.
Branches:
SAN FRANCISCO, CAL.
YOKOHAMA, JAPAN.
BOMBAY, INDIA.
China:
HANKOW,
SHANGHAI,
CANTON.

KING EDWARD HOTEL
Central Location
All Electric Trams Pass Entrance.
Electric Lifts, Fans and Lights.
European Baths and Sanitary Fixtures.
Hot and Cold Water System throughout.
Best of Food and Service.
Telephone 373.
Telegraphic Address:
"VICTORIA."
J. WITTOBELT,
Manager.
SIEN TING
Surgeon-Dentist
No. 14, D'ARVILLE STREET.
TERM VERY MODERATE.
Consultation.

BUSINESS NOTICES.
GREEN ISLAND CEMENT CO., LD
Portland Cement
In Casks of 375 lbs. net.
In Bags of 50 lbs. net.
Shewan Tomes & Co
GENERAL MANAGER.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS!
JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.
HONGKONG-CANTON LINE.
HONGKONG TO CANTON. CANTON TO HONGKONG.
THURSDAY, 4th MAY.
8 A.M. "HONAM"
10 P.M. "FATSHAN"
5 A.M. "HONGSHAN"
7 P.M. "EINSHAN"
FRIDAY, 5th MAY.
8 A.M. "HONGSHAN"
10 P.M. "KINSHAN"
8 A.M. "HONAM"
5 P.M. "FATSHAN"
Single Fare by Night Steamer \$ 6.00
Return Fare by Night (available also for Return by Day Steamer) 5.00
Single Fare by Day Steamer 5.00
Return Fare by Day Steamer 9.00

HONGKONG-MACAO LINE.
S.S. "TAI SHAN" 2078 & S.S. "SUI TAI" 1251.
HONGKONG TO MACAO.
Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharves, at 9 A.M. and 1 P.M. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 A.M. and 2 P.M. Sunday's at 7.30 A.M. and 3 P.M.
EXCURSION TO MACAO.
SUNDAY, 7th MAY.
The Company's Steamship "TAISHAN" will depart from the COMPANY'S WING LOK STREET WHARVES at 9 A.M. and return from Macao at 3 P.M.
S.S. The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.
CANTON-MACAO LINE.
S.S. "SULAN".
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 6.30 P.M.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.
CANTON-WUCHOW LINE.
S.S. "SAINAL", 388 Tons, and S.S. "NANNING", 469 Tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M. and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers "LINTAN" and "SANTU". These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted), 9 A.M. to 6 P.M.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSIONS (Frost's Place)
Opposite the Black Pier.

ALEXANDRA CAFE.
We Serve the Best Tiffin or Dinner in Hongkong for \$1.00.
Roast Ready for the Table Hot or Cold Roast Turkey, Geese, Pheasants, Sirloin of Beef, Saddle of Mutton &c., Pork Sausages (own make) Game Pies, Pork Pies, Plum Puddings, Minced Meat, Minced Pies.

Bournville
The "COCOA de Luxe"
HIGHEST GRADE
BRITISH MADE
Cadbury
"BOURNVILLE COCOA" represents the highest grade of nutritive cocoa preparation on the market. It fully maintains its high reputation in food value and delicacy of flavor, and is second to none in respect to whiteness.
Medical Magazine, March, 1912
CADBURY'S CHOCOLATES
In Tins and Fancy Boxes
Specially Packed for Export
FROM THE FACTORY IN A GARDEN, BOURNVILLE, ENG.
Hongkong D.M. 11-1901

INTIMATIONS

CHINA TRADERS IN-URANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the China Traders Insurance Company, Limited, will be held at the Head Office of the Company, No. 4, Connaught Road, Victoria, in the Colony of Hongkong, on FRIDAY, the 5th day of May, 1916, at 10 o'clock, when the subject of Resolution which was passed as an Extraordinary Resolution at the Extraordinary General Meeting of the said Company held on the 13th day of April, 1916 will be submitted for consideration as a Special Resolution.

"That the name of the Company be changed to the 'British Traders Insurance Company, Limited.'"

Dated this 13th day of April, 1916.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

THE THIRTY-FIFTH ORDINARY GENERAL MEETING of the Company will be held at the offices of the General Managers, Messrs. Jardine, Matheson & Co., Ltd., 10, Des Voeux Road, Hongkong, on SATURDAY, the 6th May, at 10 o'clock, for the purpose of receiving the Report of the Directors, passing the accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st May to the 20th May inclusive.

By Order of the Board,
JARDINE, MATHESON & CO., LTD.,
General Managers.

THE CANTON INSURANCE OFFICE
LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Canton Insurance Office, Limited, will be held at the Office of Messrs. Jardine, Matheson & Co., Ltd., No. 16, Des Voeux Road, Hongkong, on FRIDAY, the 5th May, at 10 o'clock, when the subject of Resolution which was passed at the Extraordinary General Meeting held on the 13th day of April, 1916 will be submitted for consideration as a Special Resolution.

"That the provisions of the Company's Memorandum of Association with respect to the election of Directors be altered so as to read as in the Draft signed by the Chairman of this Meeting for the purpose of identification."

"That the Articles of Association of the Company be altered in manner following."

"That the following Article shall be substituted for Article 54, namely:—"

"14. The members of the Company shall be paid out of the funds of the Company such remuneration as may be determined by the General Meeting of the Company, and at any time by any General Meeting of the Company, and such remuneration shall be payable by any subsequent General Meeting of the Company."

"That the members of the Company shall be paid out of the funds of the Company such remuneration as may be determined by the General Meeting of the Company, and at any time by any General Meeting of the Company, and such remuneration shall be payable by any subsequent General Meeting of the Company."

Dated this 3rd day of May, 1916.

JARDINE, MATHESON & CO., LTD.,
General Agents.

THE CANTON INSURANCE OFFICE
LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Canton Insurance Office, Limited, will be held at the Office of Messrs. Jardine, Matheson & Co., Ltd., No. 16, Des Voeux Road, Hongkong, on FRIDAY, the 5th May, at 10 o'clock, when the subject of Resolution which was passed at the Extraordinary General Meeting held on the 13th day of April, 1916 will be submitted for consideration as a Special Resolution.

"That the remuneration of the Consulting Committee be fixed at the sum of \$5,000 per annum as from the first day of January, 1916."

Dated this 3rd day of May, 1916.

JARDINE, MATHESON & CO., LTD.,
General Agents.

THE HONGKONG ELECTRIC
COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the TWENTY SEVENTH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Office, No. 1, George's Buildings, on SATURDAY, the 6th May, 1916, at 10 o'clock, for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 29th February, 1916, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th May to the 29th May, both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO.,
Agents.

HONGKONG ELECTRIC
COMPANY, LTD.

REDUCTION IN PRICE

FROM 1st May, 1916, the price of Current for Lighting and Fans will be reduced to 30 cents per unit. Discounts will remain as before.

GIBB, LIVINGSTON & CO.,
Agents.

If you happen to be late for a meeting, will be Curiously and Promptly served by the Company, only at the HONGKONG CHINA MAIL.

INTIMATIONS

THE CHINA-BORNEO COMPANY
LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTEENTH YEARLY MEETING of the SHAREHOLDERS of the above Company will be held at the Company's Office, No. 1, George's Buildings, at 12.30 A.M. on MONDAY, the 22nd May, 1916, to receive a Statement of Accounts to the 31st December, 1915, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

The Transfer Books of the Company will be closed from the 24th May to the 22nd May, both days inclusive.

THE CHINA-BORNEO CO., LTD.,
W. G. DUFFY,
General Manager.

NOTICE

It is hereby notified that I have this day established myself as a Stock and Sharebroker, and will carry on business on my own account at this address.

E. MURRAY MOND,
Alexandra Buildings,
Hongkong, May 1, 1916.

NOTICE

NOTICE is hereby given that the partnership heretofore subsisting between GEORGE CHARLES MOXON, JOHN WILLIAM TAYLOR, and EDWARD MAURICE RAYMOND, carrying on business in Hongkong, as Sharebrokers under the style or firm of MOXON, TAYLOR & RAYMOND, has been dissolved by the effluxion of time as from the 30th April, 1916, so far as concerns the said EDWARD MAURICE RAYMOND, who has retired from the said firm. The said GEORGE CHARLES MOXON and JOHN WILLIAM TAYLOR will continue to carry on the said business in partnership under the same style or firm of MOXON and TAYLOR.

G. C. MOXON,
J. W. TAYLOR,
E. M. RAYMOND.

5% RUSSIAN INTERNAL SHORT
TERMED LOAN OF 1915.

For Rs. 2,00,00,000.

SUBSCRIPTION to the above LOAN will be opened from 28th March, till 5th May inclusive.

The price of issue is 95%.

The loan is entirely free of Income Tax and of all other taxes.

The loan is redeemable at par on 1st February, 1920, Russian style, without conversion for the Russian Government to convert it at an earlier date.

Coupons are payable half yearly on the 1st February and 1st August, Russian style.

As interest on the above loan runs from 1st/14th February, the interest accrued on date of subscription must be taken into consideration and is to be added to the rate of issue, compounded.

The Russo-Asiatic Bank in Hongkong is ready to accept applications for the above named loan.

Special favourable rates will be quoted for Russian exchange.

Payment may also be made in Roubles.

Applications will be received for the loan free of telegraphic charges and commission.

40% only of the cost of the Bonds may be paid on application, the balance to be paid on receipt of the Bonds.

The Bank also ready to give every facility to subscribers in the shape of advances against the scrips.

G. TISDALL,
Manager.

SILIMPON (SEBATTIK).
COAL.

THE Undersigned having been appointed Agents for the COWIE HARBOUR COAL CO., LTD., are prepared to quote prices for best quality SILIMPON COAL trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo).

SILIMPON COAL compares favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

Steamers calling at SEBATTIK or SANDAKAN exclusively for SILIMPON COAL (either cargo or Bunkers) are exempt from payment of all Port charges.

At Sebatik Steamers are berthed alongside the Company's wharf where "is a minimum depth of 27 to 28 feet" at low water Spring Tides.

Charts of Sibeko Bay (Sebatik Harbour) and all other information concerning the Port can be had on application to the Agents.

BRADLEY & CO., LTD.,
Agents Cowie Harbour Coal Company, Limited.

"A SCOUT IN
FAIRYLAND"

"JOHN IN HONGKONG"

A local Fairy Story entirely produced in Hongkong, with typical illustrations for the benefit of War Charities.

ON SALE AT—

MESSRS. W. M. POWELL, LTD.,
Messrs. WHELAN, LTD.,
Messrs. KELLY and WALSH, LTD.,
Messrs. WHITNEY,
Laidlaw & Co., Ltd.,
and The China Mail, Ltd.

Price 50 Cents.

ALEXANDRA CAFE,
YATERS, Leach, Field & Stewart,
Pindon Buildings, Kowloon, &c.

HIGHEST GRADE
CIGARETTES
and TOBACCO

Smokers of
GARRICK
SMOKING
MIXTURE

are always sure of a
cool and refreshing
smoke.

Known by the
connoisseur to
stand alone for purity
and charm of flavour.

GARRICK
CIGARETTES
are always the same,
always good, always
satisfying.

They possess a most
pleasant flavour and are
unquestionably the
finest Virginia Cigarette
manufactured.



OBTAINABLE AT ALL LEADING TOBACCONISTS

SIMPLIFICATION OF THE CHINESE
LANGUAGE.

REFORM PROPOSALS.

Progressive Chinese scholars and statesmen are proposing to run ruthlessly through the dialects and vocabularies of China and save a residuum of five thousand words for universal use in the Eastern Republic. This proposal is said by a correspondent of the New York Times to meet with the approval of President Yuan Shih-kai and the Minister of Education and to be under general discussion in the Chinese press. One of the immense gains of such a simplification and standardization of Chinese text-books would be to bring the various provinces together, whereas at present, so far as the uneducated part of the population is concerned, they are virtual foreigners to one another. Education is expected to make great and rapid strides under such a reform, and to tempt the Government to make an increased appropriation for its purposes.

Just now the money devoted to education is said to be about one-fifth of the amount expended annually for the upkeep of the Army and Navy. We read:—

"The sentiment throughout China is that more money must be used for Education. With a proper system of taxation, China can realize sufficient money to maintain schools, but educational experts are universally agreed that adequate results can not be attained in Chinese schools until the written language of the Chinese is standardized and simplified."

Prominent educators recently suggested the creation of a board for the accomplishment of this work. They would have such a board modify the present florid style of composition and put the Chinese classics—that is, the better-known works of Confucius—into simple language with simplified characters. This education would take from the Mandarin dialect as used in Peking, which is the language of scholars, possibly 5,000 Chinese characters, sufficient for ordinary expression. This would be the standard vocabulary for all China.

The pronunciation of the characters would be standardized in such a way that the written and spoken words would be exactly the same in every province.

"The educators suggest that this reform-board would make text-books and dictionaries containing the 5,000 words or characters adequate to cover the first five years of primary-school work. They regard that as the vital basis for education-reform in China, and suggest that more elaborate dictionaries and standard text-books could easily be worked out so as to put education, even in the universities, upon the same basis in all China."

At present the pronunciation of Chinese characters is different in practically every province. A Canton man is absolutely unable to understand the language of the Pekingese, until he has studied the pronunciation. The same is true of men from adjacent provinces in either the north or south of China.

It is estimated that the plan for standardizing Chinese would bring about universal language in China in less than forty years, if compulsory education were adopted, and the Mandarin dialect, or the dialect of the educated class, were taught in all schools. Missionaries, and other foreigners who have lived in China for many years, are almost unanimous in their belief that the extremely difficult and varied language of the Chinese is the greatest barrier to China's progress. Written and spoken Chinese are in such hopeless complexity that there are very few Chinese scholars who have been able to master all the dialects even in a long lifetime of continuous study.

Only a few of the first class are able to write certain Chinese characters in an acceptable way. Of recent years there has been a tendency to write the characters in less ornate manner, and the reformers who are seeking to standardize the language urge that writing be done in what is known as grass characters. These have less shading, and the strokes can be made with a conventional pen in regular copy-books. By the adoption of

this style of characters in the newspapers and in all official documents and correspondence, educators believe the simpler form of writing would readily be popularized together with the simple standardized vocabulary.

STORY OF THE "EMDEN."

HOW CAPTAIN TOOK A GREEK
SHIP'S COAL.TIMELY SHELLS ACROSS BOW FROM
CRUISER YAMOUTH.

H.M. cruiser Yamouth's arrival at the Dutch colonial island of Gilolo just as a Greek ship captured by the Emden was being relieved of the rest of her cargo of coal, was described in the Admiralty Court London, recently.

This was a claim for prize salvage against the owners of the Greek steamer Pontopora, 4,000 tons, valued £14,000. For the defence it was claimed that the ship was not saved from any danger, as the German captain intended to release her after taking her coal.

Mr. Loring said that in September 1914 the vessel sailed from Calcutta with a cargo of 6,500 tons of coal, intended for the North-West Railway of India—undoubtedly a Government destination.

On September 10 she was captured by the Emden, whose commander put an armed party on board and confined the captain to his cabin. The captors also put up a notice in German, French and English, setting forth that the crew of the Pontopora were subject to German martial law, and grave penalties for any hostile attempt.

YAMOUTH HAD IN SIGHT.

On October 13 the Yamouth appeared on the horizon and both vessels steamed as fast as they could towards the land, with the object of getting within the three-mile limit, but the Yamouth fired across their bows and brought them up.

The Markomannia was properly sunk. Under the impression that the Emden was likely to return, the Yamouth waited about a little time, but she did not return.

The Pontopora was taken to Singapore and prize proceedings were instituted on the ground that she had been guilty of unneutral service. These charges were dismissed and the vessel was restored to her owners. If she had been brought before a German prize court the ship and cargo would have been condemned on the ground that her cargo was under German law, absolute contraband, destined for the British Government.

Captain Henry Cochrane said that when he fell in with the Pontopora he was searching for the Emden. At Penang he handed over the 20 German prisoners to the military authorities.

Sir Samuel Evans, in deferring judgment for a few days, said he did not do so because he had any doubt what his decision should be, but it was the first case of the kind that had been before the courts perhaps for centuries, and certainly during the present war.

COUGHING INTO
CONSUMPTION

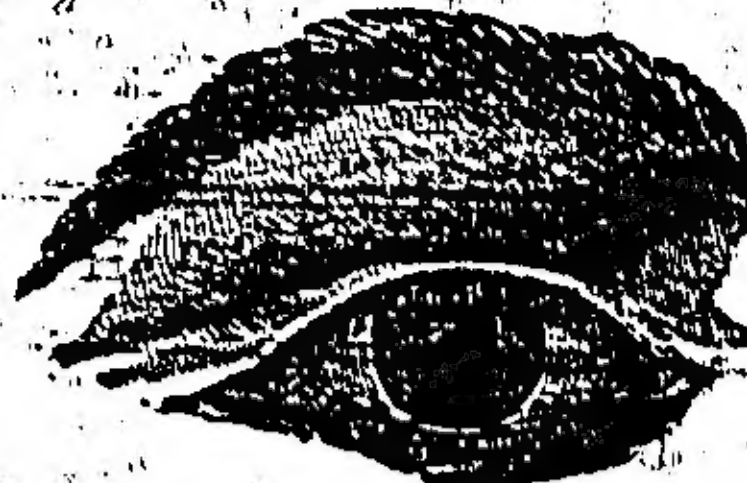
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No. 3 Dock, Kowloon	267	60' 6"	18' 6"	7' 6"
Edwloon Dock, No. 2 Kowloon	107	60' 6"	18' 6"	7' 6"
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THE DIARY.
MEMOS. FOR TO-MORROW.

Mon.—China Traders' Insce. Co.
Extraordinary Meeting
2.30 p.m.—Auction of Household
Furniture, etc. at Messrs. Hughes
and Hough's.

General Memoranda.

SATURDAY, May 6:—
H. M. the King's Accession, 1910.
10 a.m.—Indo-China S. N. Co's
Meeting.
10.30 a.m.—Auction of Clothing and
Effects of the late Mr. A. Balston.

SUNDAY, May 7:—
9 a.m.—Excursion to Macao by S.S.
"Kishan".

TUESDAY, May 9:—
H. M. the King's Proclamation Day.
2.30 p.m.—Auction of Furniture,
Carpets, Pianos, etc. at Messrs.
Hughes and Hough's.

SATURDAY, May 13:—
Dog and Cat Show at Grand Stand,
Race Course, Happy Valley.

FRIDAY, May 19:—
Noon—Canton Insce. Office Extra-
ordinary Meeting.

SATURDAY, May 20:—
Noon—Hongkong Electric Co's
Meeting.

MONDAY, May 22:—
11.30 a.m.—China-Burma Co's Meet-
ing.

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IN HONGKONG AND CHINA
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COUNTRY.

NEWS OF THE DAY.

LOCAL AND GENERAL.

Mr. C. Smith, the Chief Officer of the ill-fated *Huangpu*, was saved.

The typhoon over the eastern Vicayas was reported by the Manila Observatory this morning to be filling up.

A Kobe paper states that Mr. A. L. D. Stevens has taken over charge of the Kobe Agency of the Chartered Bank of India, Australia and China, relieving Mr. T. C. Downing, who is proceeding to the branch at Hongkong.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—
Comrades Guild \$400

The death is announced of Mr. Jacob Lyons, of the well-known Kobe firm of shipping agents, Messrs. Nickel and Lyons. Death followed upon a surgical operation. Mr. Lyons had resided for upwards of thirty years in Japan.

The death is announced of Captain John D. Sargent of Leith. Captain Sargent was for about thirty years a shipmaster in the employment of the Ben Line, and was in command of the steamer *Benmore* when she was sunk by the *Endau*. Captain Sargent, who was married, of Guernsey, was a brother of Trinity House.

We publish on page 3 part of Subscription List No. 3 issued by the Hon. Treasurer of the War Charities Committee. The remainder of the list will be published to-morrow. The Subscriptions in this list total \$39,010. There had previously been acknowledged subscriptions amounting to \$51,421.65, so that the total amount received since the formation of the Committee at the beginning of the year is \$90,431.65.

On Tuesday one of the residents of the New Zealand Presbyterian Mission at Kowloon on the Canton-Hankow Railway "Jing" was killed in the early hours of the morning. Entrance was made by smashing in the front door with a crowbar. The robbers, about a dozen in number, were armed with revolvers and knives, but beyond threatening the occupants, they did not do any personal injury. The house was ransacked from top to bottom and all cash, clothing, jewellery, and entirely the visitors' luggage was quickly carried off.

The British Consular report on the trade of Pakhoi makes somewhat melancholy reading. It says:—"A period of general stagnation of trade and a decadent port—this practically sums up the commercial history of Pakhoi for the year 1914." The commercial hinterland of Pakhoi becomes more circumscribed every year—every additional boat plying on the West River gives a slight impetus to the ports of that region, at the expense of Pakhoi, and the only thing that could restore the vanished fortunes of the port would be some development of internal communications such as the development of the railway contemplated from Yanchow to Chingking, but it is to be feared that prospects of help from that source are remote.

Mr. A. J. Hughes, of the China United Assurance Society, Ltd., has been appointed Hon. Advisor to the Board of Agriculture and Commerce on insurance affairs. The multiplication of insurance companies in China by irresponsible and incompetent persons remarks the *N. C. Daily News* has long been scandalous; yet hitherto there has been no means of regulating such Chinese companies. It is, therefore, interesting to note that the Minister of Agriculture and Commerce has prepared, with the assistance of Mr. Hughes, a Life Insurance Act which would, but for the present political crisis, have already come into force. The new Minister of the Board, Mr. Ching Pang-ping, was previously its Vice-Minister. He is a good business man and has been specially interesting himself in this particular question.

CROUPE.

THIS disease is so dangerous and so rapid in its development that every mother of young children should be prepared for it. It is very risky to wait until the attack of croup appears and then send for medicine and let the child suffer until it can be obtained. Chamberlain's Cough Remedy is prompt and effective and has never been known to fail in any case. Always have a bottle in the home for sale by all Chemists and Storekeepers.

UNIVERSITY ATHLETIC UNION.

H.E. THE GOVERNOR OPENS NEW PAVILION.

H.E. the Governor, Sir Henry May, K.C.M.G., Chancellor of the University, in the presence of a distinguished gathering last evening opened the Pavilion at the Hongkong University Union's athletic field, situated on the Pokfulam Road. Major General Ventris, officer commanding H. M. troops in China, Rear Admiral Anstruther, Sir Charles Eliot, K.C.M.G., (Vice-Chancellor), Col. Chapman V. D., Mrs. Anstruther, Sir Robert and Lady Ho Tung, the Hon. Mr. Cecil Severn, (Colonial Secretary), and Mr. Ho Fook, were among those present.

The Governor arrived in company with Sir Charles Eliot, Mr. E. Ponsbury Fane, (Private Secretary) and Professor Middleton Smith. From the portico of the artistic structure Sir Charles Eliot heartily welcomed the Governor. It seemed only natural to welcome His Excellency, he said, though he did not need any special greeting as a stranger since he came as the Chancellor of the University and also President of the Union. The Governor was therefore doubly at home. Sir Charles said he gathered that there was one thing His Excellency would not say which, therefore, devolved upon him (the speaker) to somewhat emphasize because he thought those present would like to know that and that was in regard to a question the Governor had put to him. "Have you brought the land?" The Governor continued Sir Charles, had forgotten his own good deeds. They were very grateful to those who had provided the assistance, but the foundation and basis of that athletic field in the most ideal sense, was the most generous gift of His Excellency and the Government of the Colony. (Applause). They were glad, therefore, of the opportunity of thanking the Governor most sincerely for all that he had done for the life of the University, whether in its work or in its sport. (Applause). Sir Charles also mentioned the valuable services of Mr. Chai-lai Seven, the Colonial Secretary, and Mr. Ponsbury Fane, who in the midst of an exceptionally busy time took part not only in the founding of the University but also in their sports. (Applause).

The Union report was read by the Secretary, Mr. Morris stated that the membership was 270. (Applause). The report dealt with the laying out of the ground and the erection of the Pavilion. His Excellency said that he was afraid Sir Charles Eliot had laid too much stress on his personal interest in the playing ground and the little tabernacle of sport, when he said it was more or less his gift. He would like to correct him and remind them that the Governor of this Colony could not give away anything. (Laughter). He wished he could give away fine things like that he would give many of his friends very rich. (Laughter). Referring to the ground His Excellency remarked that it was rather small and he did not think it would be possible to play cricket there, but he was informed that a lateral extension would be made which would enable cricket and football to be played. His Excellency took that opportunity of congratulating Mr. Sze Kwong, who is a University student, on being runner-up in the Hongkong tennis tournament, and said that Messrs. Green, Nisbet, and the other players would have to look to their laurels. When he had filled out, Mr. Sze Kwong would be very hard to beat. (Applause). On behalf of the University, he thanked those present for coming there that afternoon, and said that he was sure that the pavilion and playing ground would be of very great benefit and a great boon to the University. (Applause).

His Excellency then unfurled the colours of the University, a yellow dragon rampant on a background of red, green and blue, and with the letters "H.K.U.U." Three hearty cheers were then given for His Excellency and a vote of thanks was proposed by Mr. Lo Hin Shing (Chairman of the Union) and seconded by Mr. Fung Man Sui. The Governor also presented the prizes which were won at the Union sports held on Saturday last. The Ho Kwong Cup, which was contested for by all the five houses in the University, was won by Morrison Hall, and the Vice-Chancellor's Cup, for the greatest aggregate of points, was won by A. J. Hughes, a first year student, who had no less than five first prizes. The other prizes were won as follows:—100 yards—1. A. J. Hughes; 2. W. Gittins; 440 yards—1. Gittins; 2. Chan Shui Ching; Half-mile—1. Gittins; 2. Chan Shui Ching; Mile—1. Chan Shui Ching; 2. C. O. Danenburgh; Half-mile relay—Morrison Hall; Throwing the weight—1. Tung Siang Swei; 2. G. Hall; High jump—1. Kew; 2. Gittins; Long jump—1. Kew; 2. R. Anderson; Hurdles—Anderson; 2. Woon Chow Loon; Sack race—1. Woon Chow Loon; 2. H. A. Phipps; Obstacle race—1. G. Hall; 2. Fow Tuck Chu; Cricket ball—1. W. Hall; 2. G. Hall; Football—1. Chan Shui Ching; 2. R. Ramjahn.

The afternoon programme included several games of tennis between the undergraduates and Messrs. Nisbet, Green, Claxton, Cooper, Hunt, Kent and Phelps, in which the visitors scored the majority of the points. THE NEW BUILDING. The pavilion is a structure of choice design, semi-circular in shape and handily situated. It has only recently been completed at a cost of about \$10,000, and this amount was subscribed by various Chinese gentry. Mr. Ho Kwong, was especially instrumental in assisting to raise the money and himself gave \$1,500 with which to furnish the pavilion. The ground on which the pavilion has been erected was given by the Government and a sum of \$16,000 was spent in levelling, this money being collected from local Chinese; much assistance being rendered by Dr. Francis Clark, the then treasurer of the Union and also Mr. Tso. The pavilion contains a large central hall on the ground floor which will be used for reading, etc., a ladies' room, the usual changing room, and a bar. On the top floor is a spacious covered-in verandah. A noteworthy fact in the building of the pavilion is that all the stone used was taken from one huge rock which formerly occupied a commanding and apparently secure position on the Pokfulam Road. The architects were Messrs. Little, Adams and Wood.

LOST CRICKET GEAR.

CLAIM BY CLUB COOLIE.

In the Summary Court before the Puisse Judge this morning a coolie in the employ of the Hongkong Cricket Club sued Lee Kee & Company, the owners of the steam launch *Wing On*, for \$732, the value of certain cricket gear which was lost in a collision in the harbour on January 29th last. The gear was on board the Yauwatt ferry *Wing On* which was sunk in the collision. Fourteen cricket bags were lost, and two saved. Plaintiff claimed that he contracted with the defendant company to carry the bags and that the company negligently lost them or some of them. Mr. A. M. Preston, of Messrs. Johnston, Stokes & Master's office, appeared on behalf of the coolie, and Mr. P. W. Goldring defended. Mr. Preston said the bags were being brought back from Kowloon after a cricket match. They were being placed on board the *Wing On* Yauwatt ferry and he paid his fare and that of another coolie and also ten cents for the conveyance of the bags. Shortly after leaving Yauwatt the *Wing On* collided with another ferry, the *Lee Sang*, and went down. An inquiry held by the Harbour Master the coxswain of the *Wing On* was held solely to blame. According to the pleadings, defendants denied that they or their agents had contracted with the plaintiff and that they were not the owners of the steam launch *Wing On* but at that time plaintiffs were running it under a temporary charter. Under that charter defendants were liable only for offences in respect of overcrowding and the owners were responsible for all breaches of the rule of the road at sea. Mr. Goldring later said that no charge was made for anything except certain cases of goods and packing cases from the knitting factory. Passengers' luggage was never charged for. Mr. Preston said if cricket bags were to be regarded as personal luggage, then he was entirely on the wrong ground. Mr. Goldring said he would deny it strenuously. The plaintiff gave evidence, describing how he clutched and held a bag in each hand when the launch went down. Mr. Justice Gompertz said that a very noble of him. He was unwilling about with a bag in each hand? Mr. Preston: Practically. Another coolie also rescued two bags. His Lordship: In his hands or teeth? (Laughter). Mr. Preston answered he did not know. His Lordship observed that someone must know, whether any charge is made for goods on the ferry. Mr. Goldring said large packing cases and baskets of vegetables were charged for. Mr. Goldring said the payment of a ten cents was a fiction. Mr. Justice Gompertz said supporting it was, were not they responsible under the ticket. Mr. Goldring said his Lordship could not by any stretch of imagination say that the cricket bags were the personal luggage of the coolie. His Lordship observed that if a person travelled by a mail line he was allowed a certain amount of luggage but often he got in a few extra boxes without paying excess rates; that rendered the line popular. Judgment was reserved.

SHAKESPEARE'S TRICENTENARY.

The Union Church Guild last evening celebrated the tricentenary of the death of William Shakespeare. A biographical sketch was read by Mr. E. B. Cubby who also read extracts from several of the poet's works, and with Mr. W. Handyside contributed the quarrel scene from "Julius Caesar." Mr. and Mrs. C. C. Hocking read from "King John" the dialogue between Prince Arthur and Hubert in a very feeling manner. Miss Goodall recited Wordsley's farewell to Cromwell from "King Henry VIII" with good effect and Mr. D. M. Goodall rendered two Shakespearean songs "O Mistress Mine" and "Sigh no more, ladies" in a very pleasing and attractive manner.

A GOOD RULE FOR THE HOME.

MAKE it a rule of your home to always keep on hand a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy as a safeguard against bowel complaints. It always cures promptly and no household is safe without it. For sale by all Chemists and Storekeepers.

CHINA COAST OFFICERS.

THE GUILD'S DEMAND FOR RECOGNITION.

COMPANIES' POSITION.

The "N. C. Daily News" has obtained from the Companies concerned the following statement of their position in regard to the demand by the China Coast Officers' Guild for recognition as the body entitled to speak on behalf of the officers in matters between them and the Companies.

The proper course is for officers to communicate with Companies who submit the position to principals. The latter consider the position, effect improvements where practicable and justified, as they have done on several occasions in the past without the interference of the local Guild, and if necessary they consult with the Imperial Merchant Service Guild which is recognized. Recognition of a local Guild would place the Companies in an invidious position.

Deputations of officers have been received at different times and mutually satisfactory solutions of the points at issue have been arrived at. The Companies are always open to receive deputations of the officers and discuss matters with them. The Companies do not believe the majority of officers are in favour of a strike. Attempts of Guild officials to encourage officers towards such a move are uncalled for and dangerous to mutual interests.

The China Coast Guild have been definitely informed in reply to their letters that the Companies are at all times anxious and willing to discuss with their officers matters which concern them, but they are not prepared to discuss these questions with others. It is considered unnecessary to continue repeating these replies. The Guild apparently seek this means of fostering agitation on their own behalf.

Increased now put forward are not justified, but are apparently pressed by the Guild so as to convert special bonuses due to war conditions into an established basis of pay for all times. This is unreasonable and a very shortsighted policy. Pay compares most favourably with vessels in other similar trades. British India and Burmah Oil Co. are not in similar trades. Employment in tropical waters and conditions as to health and leave call for different treatment. Larger ships call for increased responsibilities and correspondingly higher pay. The routine duties and size of ships are entirely different.

The following is a comparatively summary of the size of vessels—

	INDIA	CHINA	AFRICA	AMERICA
Vessels under 1,000	3	1	1	1
Gross Tonnage	3,000	11	3	15
Vessels under 2,000	11	3	26	17
" " " " " "	3,000	29	2	2
" " " " " "	5,000	21	2	2
" " " " " "	7,000	14	1	1
" " " " " "	8,000	7	1	1
" " " " " "	9,000	2	1	1
" " " " " "	10,000	2	1	1
	130	8	39	40

Many misleading statements have appeared in a section of the local press in view of the Indo-China S. N. Co. and China Navigation Co. During the last year or two pay of officers has been increased and the scale for all ranks has been carefully considered. The benefits of home leave, on half-pay and passage paid have been granted and also the payment of special war bonuses. Officers' accommodation on board ship has also been improved to the satisfaction of the officers concerned.

The despatch of officers is not more accelerated on the China coast than in any other properly conducted shipping business in other parts of the world. As a matter of fact officers on the China coast have much more leisure time when in port as compared with other coast trades, having regard to the system of ships' commissaries in vogue out here. Quick despatch is the very essence of efficient management and to put forward a grievance on that score must be either the result of ignorance or a deliberate disregard of the ships' and incidentally of the officers' welfare.

The position at present apparently is that the local Guild are endeavouring to persuade their members to take advantage of the war in Europe to strike, so as to compel the Companies to recognize the Guild with the hope of its being able to force upon British Companies enhanced terms for their members based on the extraordinary conditions prevailing during war time.

REINSTATEMENT AFTER WAR. The Companies have recognized those extraordinary conditions by the grant of special bonuses, which is a fair and reasonable way of meeting the situation. With regard to the reinstatement of officers who have gone to the front it is unnecessary for the Guild to make a bid for a popular verdict over this question. What the Companies may find is probable opposition to reinstatement from officers who have remained at their posts. But that the Companies will deal fairly with such men goes without saying.

Much is said about increased rates of freight, but nothing of increased expenses in running the vessels or of the 60 per cent. excess profits collected by the Government. When these are deducted the officers of the fleet get a very fair share in bonuses of the balance left over. The percentage of men who have gone to the front from the mercantile marine is no greater than from any other class in no greater risk from any other class.

force or from banks, insurance companies, etc. Men who wish to take now or who are anxious to leave for their employment are doing so merely to improve their position, however and whenever they can, taking advantage of the conditions.

CIGARETTE AND TOBACCO FUND.

The following is the Subscription List to date:—
Acknowledged to 18th April 1916

Since received:—
G. W. C. B. \$2. A. H. \$2. S. H. \$2. J. H. O. \$2. A. M. \$2. F. A. M. \$2. A. E. D. \$2. Total 17.00
J. C. H. 5.00
P. S. C. Morning Post "The Lost Mustache" 17.00
Per Mr. W. V. Pennell (collected by Gunners Brown and Matthews and Masters C. Jennings and R. Caldwell) 35.19

Expected to 18th April 1916 \$12,712.68

Since expended:—
25th April, 200,000 Woodbine Cigarettes 615.38

Balance on hand \$253.30

W. A. DOWLER,
Hon. Secretary & Treasurer.
Hongkong, 25th April 1916.

THE SINKING OF THE HUNYU.

INTERVIEW WITH RESCUED ENGINEER.

Reuter's correspondent at Foshow reports an interview with Mr. Moore, the 2nd Engineer of the China Merchants ship *Hungyung*, who was thought at first to be the only foreign officer saved. Mr. Moore states that there was a thick fog at the time of the catastrophe. He, with the 2nd Engineer, was in the engine room at 6 p.m. on Saturday when they received orders from the bridge to stop. They felt a slight bump and thought the anchor had been dropped. Then the order was rung "Full speed ahead." He then heard the Chief Officer yell "Down!" Stop her! The 2nd Engineer heard a further order and rushed on deck calling to the 3rd Engineer "Come on!" There was great excitement on deck. Mr. Moore cut the ropes of the boat covers. He saw no foreigners. The bow of the *Hungyung* had sunk. When the ship was half submerged he jumped from the stern and managed to hang over alone. He was picked up by a boat from the cruiser *Hinggan*. He has no complaints. 19 of the crew and 25 soldiers were saved.

ADMIRALTY'S BAD BARGAIN.

SOLD TO ORIGINAL OWNERS.

The steamship *Maine* (ex *Heliopolis*), which was bought by the Admiralty just three years ago and has been lying unused at Pembroke ever since, has been bought back at auction by her original owners, Messrs. Harris and Dixon. The Admiralty acquired the *Maine* in February, 1913, with the intention of converting her into a hospital ship, and it is understood that many thousands of pounds have since been spent upon her. "More pressing work" has, however, prevented the completion of the conversion of a cargo steamer into a hospital ship as was lately explained by De Maunula in Parliament. The ship is of 4,988 tons gross and was recently bought back for \$100,000, being a great deal more than she cost to build, as the *Heliopolis*, in 1906. It is understood that the cost of rehabilitating the steamer for cargo purposes is estimated at from \$30,000 to \$40,000, and that the work is expected to take three months. The rise in freights has saved the situation. Only British subjects were allowed to bid. The purchaser stated that he was authorized by the Admiralty to announce that the vessel would not be requisitioned "except in the case of urgent necessity," a "recession" which was received with a roar of laughter. But owners immediately became serious again when the auctioneer asked that, in the event of requisitioning, the market value current at the time would be paid. The market rates may, perhaps, be five times more than the Blue-book rates, and no such valuable undertaking has been taken in the case of any of the prize steamers sold. The *Heliopolis* was \$200,000. After this sale the British Cargo steamer *Brandale* of 3,775 tons gross was bought at auction by Brier and Gelson (Limited) for \$40,000, after the bidding had started at \$20,000.

HUMOUR IN THE TRENCHES.

The following is an excerpt from the letter of an officer in a Glasgow battalion giving examples of trench humour:—
The other day I saw two men swinging a blanket vigorously, presumably to dry it. One was a private, the other a sergeant, and they were swinging it as they swung their talk.
First Jock—"But this'll kill them."
Second Jock—"Well, if it dries it them'll at least make the beggars drier."
We were doing some heavy digging, and of course it's the officers' job to supervise, and perhaps take a turn now and then to show the men how it can really be done. One hard-working Jock tumbled back his sun-belt, and had a look at another man who was carrying sandbags in a very leisurely fashion.
Hard Worker—"Hey, Wallie, you've got on the wrong jacket."
Wallie—"What?"
Hard Worker—"I say you've on the wrong jacket."
Wallie—"After a look at himself—"He has ye mean?"
Hard Worker—"I mean it's a jacket, it's stairs on it ye should ha'."

NOW IS THE TIME.

PROPHETISM that you find nothing better than Chamberlain's Pain Expeller. Now is the time to get rid of it. Treble Liniment, and see how quickly it relieves the pain and restores you to health.

THE WAR.

TO-DAY'S TELEGRAMS.

(Reuter's Service to the China Mail.)

ANOTHER AIR RAID ON GREAT BRITAIN.

LONDON, May 3.
It is officially announced that hostile aircraft attacked the north-east coast of England, and the south-east coast of Scotland on Tuesday night. Their movements were uncertain. A few bombs were dropped in Yorkshire. No details are available as to casualties or damage.

GERMAN ATTACKS ON BRITISH LINES.

LONDON, May 3.
A British communication says: A German attack on the Ypres front, following an hour's bombardment, broke down under our fire, the enemy not reaching our lines. Another enemy attempt north of Albert, was stopped by our fire. There was some artillery today. Two enemy aeroplanes were driven down in flames in the air yesterday. They landed in a damaged condition behind the enemy lines.

ITALIANS CAPTURE MORE MOUNTAIN POSITIONS.

ROME, May 3.
A communication says: Italian Alpini in the Adamello zone on April 29th, after crossing the rugged Chiusa ridge, assaulted a precipitous ridge between Fargarola and Cilevanto, and after two days' desperate fighting on the glacier, stormed four mountain positions on heights averaging 10,000 feet, taking many prisoners and booty.

ARTILLERY ACTIVITY NEAR VERDUN.

PARIS, May 3.
Today's communication says: There has been an artillery duel west of the Meuse between Avocourt and Montfaucon, and a bombardment east of the Meuse, somewhat intense between Thiaumont and Dunloup. Our batteries dispersed enemy detachments north of Chantfour Wood and north-west of Vaux point. A German aeroplane was felled by a French pilot after a lively fight north of Douaumont.

THE OPERATIONS IN SOUTH-WEST AFRICA.

HAMPERED BY RAINS.
LONDON, May 3.
General Smuts reports that the rainy season has set in with great violence, delaying operations.

BRITISH SUBMARINE SINKS TURKISH TRANSPORT.

ATHENS, May 3.
A British submarine in the Sea of Marmora has sunk a laden Turkish transport.

INVALID PRISONERS.

A BRITISH ARRANGEMENT WITH GERMANY.
LONDON, May 3.
Germany has agreed to the British proposal for the transfer to Switzerland of the British and German invalid combatant prisoners. The arrangement is similar to one previously concluded between France and Germany.

76 AEROPLANES BROUGHT DOWN IN A MONTH.

LONDON, May 3.
During April seventy-six aeroplanes, of which forty-eight were German, including a number of Fokkers, were accounted for on the Western front. The British lost only four, but felled eleven German machines.

THE UNITED STATES AND GERMANY.

AMSTERDAM, May 3.
A Berlin official announcement states that Mr. Gerard, the United States Ambassador, has returned from Headquarters, where he had an audience with the Kaiser.

HONOUR FOR SURGEON-GENERAL BARTIE.

LONDON, May 2.
It is notified in the Gazette that Surgeon-General Bartie has been appointed to be a Commander of St. Michael and St. George.

THE MESOPOTAMIA CAMPAIGN.

KING'S MESSAGE TO TIGRIS CORPS.

LONDON, May 3.
His Majesty the King has telegraphed to the Commander of the Tigris Corps as follows:

Although your brave troops did not have the satisfaction of relieving their comrades at Kut, they, under the able leadership of yourself and your subordinate commanders, fought with great gallantry and determination under the most trying conditions. The achievement of relief was denied you by floods and bad weather and not by the enemy, whom you have resolutely pressed back.

I have watched your efforts with admiration and I am satisfied that you have done all that was possible and that you will continue to do so in future encounters with the enemy.

THE FALL OF KUT.

SICK AND WOUNDED EXCHANGED.
LONDON, May 2.
The Turkish commander has agreed to exchange General Townshend's sick and wounded for an equivalent number of Mahomedan Turkish prisoners. Ships have been sent to fetch them.

MESSAGE FROM AUSTRALIA.

The Governor-General of Australia, Sir Ronald Munro-Ferguson, has cabled to His Majesty on behalf of Australia, his profound sympathy with the gallant garrison at Kut, adding: "But it will only strengthen Australia's determination to hasten the overthrow of our enemies."

MR. ASQUITH AND THE KUT SURRENDER.

LONDON, May 2.
Mr. Asquith, in the House of Commons, referring to Kut said people were naturally impatient for a decisive victory and sore and depressed at the deplorable, although militarily insignificant incident of the surrender of the heroic garrison. That had been the case in every great war in which we had been engaged. There were the same accusations of indecision and procrastination and half-hearted delay and the same cry for a saviour or a combination of saviours. At one moment the country was told that the Cabinet overruled their Naval and Military experts; at another they were told—as he believed they would be told when the papers regarding the Mesopotamian campaign were published—that the Cabinet were too subservient to their military advisers.

When the great offensive comes we shall be lectured by the same people upon the folly of it all. His answer was that if there have been mistakes and blunders the contribution of the Empire was steadily growing. The Naval and Military situation of the Allies was never so good as it is today. If the Government had not the confidence of the country, let it find another body of men. They would find none more zealous, more loyal or more assiduous in the discharge of the task. Only a sense of duty and love of country constrained Ministers to continue on the Treasury Bench. They would be unable to carry out the heaviest burden ever laid upon British statesmen unless they felt that had not only the sympathy but the trust of their countrymen. (Loud Cheers.)

MORE SUBMARINE PIRACY.

RELIEF CARGOES SUNK.

LONDON, May 2.
The British steamer *Hendon Hall* has been sunk. The crew were saved. Other steamers reported sunk are—*Rochester City* (British), *Friland* (Swedish) and *Ris Branca* (Brazilian). The *Friland* and the *Hendon Hall* were both carrying American relief cargoes for the Belgians, totalling 13,000 tons of wheat.

H.M.'s armed yacht, the *Aeyusa* (which was sunk a few days ago) was formerly Sir Thomas Lipton's yacht, the *Erin*.

GENERAL COMPULSION IN GREAT BRITAIN.

LONDON, May 2.
Mr. Asquith announced in the House of Commons, that the Government to-morrow would introduce a measure dealing with the whole of the recruiting problem.

Mr. Asquith, explaining the Government's position regarding recruiting, emphasised that they desired to secure general consent to organised labour to which was attached great importance. He affirmed that the naval and military effort of the Empire exceeded five millions of men, in 83 army divisions. This involved a prodigious effort both here and throughout the Empire.

Mr. Asquith reviewed the history of recruiting, pointing out the Cabinet's exhaustive enquiry with the object of co-ordinating the military, financial and industrial efforts, our two outstanding necessities being the maintenance of our sea supremacy and the financing of the Allies. Then the Government made a further review of the recruiting position, resulting in the Government's recent proposals.

It was how a question of methods, and he was glad that the speech of Labour Members encouraged a belief in the general desire to settle the whole question once and for all instead of piecemeal. He hoped that would be effected by to-morrow's Bill.

Mr. Asquith again emphasised the need for national unity, because dissensions had a damaging effect upon our Allies as well as upon neutrals. He replied to the Government's critics by asserting that the Empire's contribution was bigger, and better directed than ever before. "We do not have the critics," he said, "if we have the confidence of the country. If not, let the House censure us."

Sir Edward Carson, following Mr. Asquith, bitterly criticised the Government. He said, however, that a man was now at the head of affairs who had done more in two months than had been done in the whole time before—(Cheers).

Sir John Simon contended that no use had been made out for extending compulsion. "An animated debate followed. Service members appealing for all possible recruits, and prominent Liberals urging more vigour and energy."

Mr. Asquith's speech is regarded as an important and direct challenge to his critics, which will probably have a vital effect in clearing up the situation. Many members in the Lobby think it will strengthen the position of the Government, and that to-morrow's Bill really means general compulsion, together with the minor proposals recently withdrawn, concerning youths of eighteen and time-expired men.

Mr. Asquith's most striking passage was when he said that the question of recruiting had been reduced to one of method. "That brought us face to face with compulsion," he continued, "with general, immediate compulsion, such as we are going to propose. This has the immense advantage of getting rid of the piecemeal treatment." (Cheers).

A STIRRING LABOUR APPEAL.

The British Workers' National League has issued a stirring manifesto, emphasising the need of men and appealing to the Nation to exert its whole strength in a supreme combined effort.

It says: "With the imperishable example of Britons overseas before you, shall the Motherland be more reluctant than her children to defend the common heritage, and leave its defence to the prowess of the Allies while hundreds and thousands linger at home? There can be no doubt of our countrymen's reply in the supreme vital hour when the Motherland calls for the ungrudging service of all her children."

The signatories include six Labour members of the House of Commons and other noted Labour men.

GERMAN COMPENSATION TO HOLLAND.

AMSTERDAM, May 3.
The *Handelsblad* states that Germany has agreed to give a Hamburg-American liner to replace the *Tubantia* which was sunk by a German submarine.

CONVOYING OF DUTCH STEAMERS CEASED.

THE HAGUE, May 3.
It is officially announced that the conveying of Dutch merchantmen has ceased.

MIXED FINANCIAL COMMISSION IN PERSIA.

PETROGRAD, May 3.
As a result of pourparlers between Great Britain, Russia and Persia, a Mixed Financial Commission, under a Persian Treasurer-General, will draft the first real Persian Budget.

TRIBUNAL LINCOLN'S EXTRADITION.

WASHINGTON, May 3.
The Supreme Court has ordered the extradition to England of Tribitch Lincoln, formerly a member of parliament, on a charge of forgery.

DUBLIN PROGRESSING TOWARDS THE NORMAL.

REBELS MISLED BY TALES OF FOREIGN AID.

LONDON, May 2.
The situation in Dublin to-day is rapidly progressing towards the normal, although the military are still firmly holding the streets of disaffected districts.

Those members of the Sinn Fein organisation who are still at liberty appear to have hidden their rifles, having used all their ammunition.

The rebel leaders admit that they have been completely misled by tales of foreign aid.

The military are making most minute search in order to clear out the last sniper.

Today's official report states that Dublin is gradually returning to its normal condition. The ever-contracting cordon is clearing some of the small districts of Lifford.

Sinn Fein supporters of Cork City, where there has been no rising, have surrendered their arms.

All is quiet in Cork County, apart from an affray in the Fermoy districts where the Head Constable was shot dead in an attempt made by the Police to arrest two men in a house the occupants of which ultimately surrendered. Two were wounded. A column has been sent to Ennisworthy to arrest rebels.

County Wexford and the rest of the South of Ireland are reported quiet.

RESIGNATION OF MR. BIRRELL EXPECTED.

LONDON, May 2.
The *Daily Telegraph* says the resignation of Mr. Birrell (Secretary of State for Ireland) is regarded as inevitable, but Lord Wimborne remains.

SCARCITY OF JUTE IN SPAIN.

FORTY THOUSAND TONS REQUIRED.

LONDON, May 2.
The correspondent of *The Times* at Valencia draws attention to the scarcity of jute in Spain, owing to the restrictions of exports from Calcutta. He says the Spanish manufacturers require for the supply of their home market during the present year 40,000 tons. The Spanish manufacturers are willing to give ample guarantees that the sacks will not go to the enemy and will find the shipping. They merely ask that British policy be defined and applied impartially; and that Spanish mills should not be forced to close for lack of jute.

The correspondent urges that as the jute districts in Spain are most friendly towards the Allies, we should do what we can to meet their wishes.

SHAKESPEARE TERCENTENARY.

MR. FRANK BENSON KNIGHTED.

LONDON, May 3.
H.M. The King conferred the honour of knighthood upon Mr. Frank Benson after the Shakespeare Tercentenary performance at Drury Lane Theatre this afternoon.

C.M.G. FOR COL. CARRUTHERS.

LONDON, May 3.
The *Gazette* announces that Col. R. A. Carruthers has been made a Companion of the Order of St. Michael and St. George.

CHINESE AFFAIRS.

(Wah Tse Yat Po's Service.)

MISSING CHINESE CRUISER FOUND.

SHANGHAI, May 4.
The cruiser *Haiyang*, which collided with and sank the transport *Haiyung*, has been located at Foochow.

The Captain will be court-martialled.

OFFICIAL SALARIES IN ARREAR.

PEKING, May 3.
The salaries of the State Councilors are three months in arrear. Chiu-Chun-in has been appointed Vice-Minister of Finance.

THE TRUCE.

PEKING, May 4.
The Government has wired to the Southern troops extending the truce for a month.

THE ART OF CONSCIENTIOUS OBJECTING.

(From Our Scottish Correspondent.)

EDINBURGH, April 5.
After a cursory glance at the war news, just to make sure that Verdun is still in the hands of its rightful owners, it is the province of many of us I fancy, to turn the page of our morning paper till we find the accounts of the Tribunals that deal with exemption claims. For all of us need cheering up and we gratefully appreciate the efforts which some claimants are making to serve us in that direction. The prospects of an additional day of excessively wetness is lightened by the discovery of yet another young gentleman of 19, who has held pacifist views for many years, or of a further member of the company of those who will make munitions but will not use them. And we are refreshed by the attitude of a south countryman who declared that as he was a vegetarian he had a conscientious objection to army rations.

There are cases however that cannot be regarded without indignation and shame. Take that of a teacher at Glasgow who declined service on the ground that he would not subject his will to any other human being. In his daily work this man is entrusted by the State with the governance of 40 or 50 pupils; he is their dictator, requiring from them obedience in act and word; he himself is subject absolutely in many things to his superiors, and beyond them to the Magistrate, yet in wholly irrational humour, he declares that he will rebel if the principle he practices in one sphere be applied to him in another and more important sphere.

The oddities, the perversities, the insanities of the Tribunals are beyond recital. They range themselves in three categories. There are first the cowards; then the International Socialists; and lastly the honest objectors whose moral code is too vaguely ideal to have the slightest relation to the world they are doomed to live in. The enemies—use a mild term—which Socialism begets has found expression again and again in repudiation of British citizenship. "Do you acknowledge any allegiance to your Sovereign?" a Territorial was asked. "I cannot say that I do; the world is my country; I am an Internationalist." As to the class of cowards, these poor creatures are being dragged out of hiding; they try to disguise their conscience; but it does not cover their contemptible weakness. In what proportion they stand to the general muster it is hard to determine; but an exceptionally shrewd judge of men, who has sat on one of the Tribunals ever since the Act came into force, has estimated that they are at least one-third of the mass.

A particular bad case is that of the medical officer who appeared last week at Olan to protest that he would not undertake any war service—combatant or non-combatant. "Would you not help your fellow-countrymen even when they were wounded?" he was asked. "It goes against my principles," was the reply. In other words, "this person who holds several public appointments, repudiates the principle of humanity, is dead to the appeal of self-sacrifice undertaken in the noblest cause believed that a good Samaritan would pass by a wounded soldier, and yet continues to serve for salary a State which is founded on the principles which he condemns."

The other day those who happened to be in the Waverley Station witnessed a pathetic sight. A stalwart R.A.M.C. man was carrying what appeared to be a child in his arms from the London to the Aberdeen train. The curious thing was that the child was dressed in khaki. Other inspection showed that it was a soldier who was being carried. He had no legs. He was one of that great multitude who, in the days of their youth, have offered up the possibility of most of life's goodness for our safety. He lay passive in the arms of the orderly until he was settled down in the corner of his carriage. He smiled. "Good bye," he said; "I am obliged to go; I'll manage fine now that your legs have done the walking for me." Whereupon he lit a pipe and proceeded to look cheerfully on the world. What man can conscientiously object to being called by the nation to tasks like this?

How pathetic it all is! Scottish people imagined they knew something about conscience and objecting. Much of that which is noblest and strongest in our history has sprung from conscientious objectors—those objecting frequently took the practical form of spears and broadswords. "We cannot see our way clearly; but we believe that we have points enough worth fighting for," cried one of them in an anxious time for Church and State; and he and his fellows went out with their consciences alert and objected to some purpose. But that in the crisis of our nation's fate the fine old Scottish attitude should be exposed to the deplorable travesties of which appear in some of our Tribunals is merely pitiful. If we had a Tribunal composed of Covenanters, what manner of rugged speech would they use about it all!

To-day's Advertisements

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY No. 43 OF 1914.

THE TUNG KEE AND WING KEE FIRM.

NOTICE is hereby given that the Meeting of Creditors to be held on WEDNESDAY the 10th instant is adjourned until WEDNESDAY the 17th May, 1918, at 12 o'clock Noon.

Dated the 4th day of May, 1918.

J. HENNESSEY SETH A.S.A., Trustee.

618

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(Continued on page 6.)

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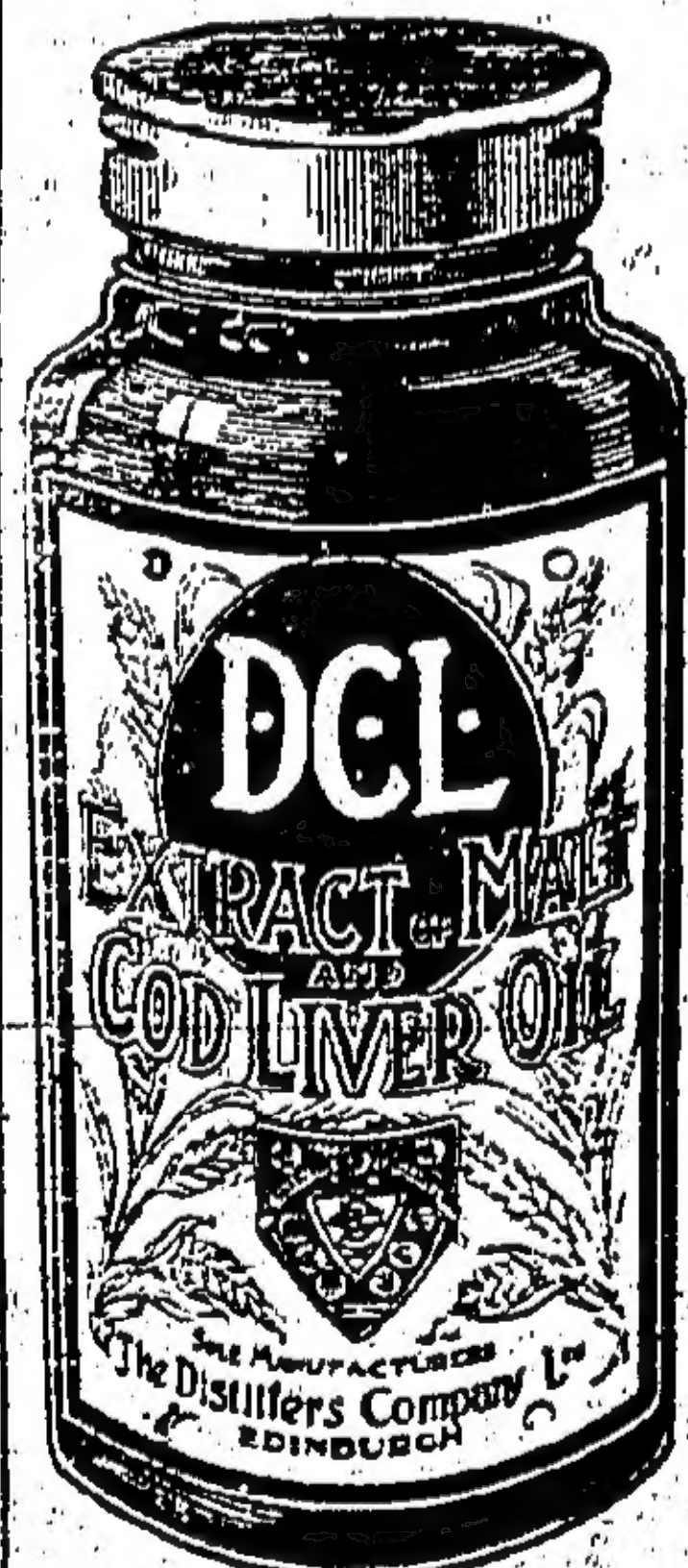
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Price per 1 lb. Jar - - - - \$1.00

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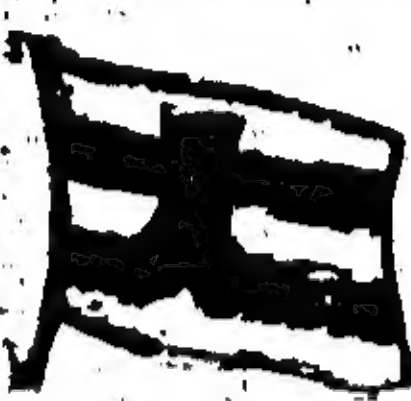
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WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

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LONDON via SINGAPORE	NAMUR	Noon 8th May	Direct Service.
PENANG, COLOMBO, Port Said & Marseilles	Capt. A. Collyer		
SHANGHAI, MOJI, KORE & YOKOHAMA	NOVARA	About 9th May	Direct Service.
	Capt. H. R. Hetherington, R.N.R.		
LONDON & BOMBAY via SINGAPORE, PENANG, COLOMBO, Port Said & Marseilles	NANKIN	Noon 19th May	Connecting at Cebu with Mail to America.
	Capt. G. Manley		
SHANGHAI, MOJI, KORE & YOKOHAMA	MALTA	About 22nd May	Direct Service.
	Capt. C. C. Taylor, R.N.R.		

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E. V. D. FARR, Acting Superintendent.



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AMERICAN LINE. FOR VICTORIA, SEATTLE AND TACOMA.
"VIA SHANGHAI, MANILA, KEELUNG, NAGASAKI, MOJI, KORE, YOKOCHI AND YOKOHAMA."
*CHICAGO MARU Monday, 8th May, at 3 p.m.
† Omitting Shanghai and Nagasaki. † Omitting Manila and Moji.

BOMBAY LINE. FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.
*SHINKO MARU Tuesday, 9th May, at 7 a.m.

FORMOSAN LINE. FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW, AMOY.
*AMAKUSA MARU Sunday, 7th May, at Noon.
*SOSHU MARU Wednesday, 10th May, at 9 a.m.

† Proceeding to Tamsui and Keelung.
† Proceeding to Anping and Takao.
These Formosan Lines will arrive at and depart from the SOON YIP WHARF near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO:-
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TO AUSTRALIA.

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ST. ALBANS 8th May, 11 a.m.
EMPIRE 10th June, 11 a.m.
EASTERN 11th July, 11 a.m.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are heated throughout with Electricity. All Steamer-boards have Electric Fans. A daily qualified Doctor and stewardess are carried.

All Steamers fitted with Wireless Telegraphy.

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Proposed sailings from Hongkong.

Steamers from Hongkong, on or about, Connecting at Calcutta with, On or about

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SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS	To Sail
SAIGON	via WEIHAIWEL	May 5, at Noon.
TIENTSIN via WEIHAIWEL	KUICHOW	May 7, Daylight.
SHANGHAI	CHOW	May 7, Daylight.
MANILA, CEBU & ILOILO	CHOW	May 9, at 4 p.m.

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MANILA LINE. Twin Screw Steamers "Chinhua," "Taming" and "Tein."

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maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

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PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	STEAMERS	To Sail
TIENTSIN via WEIHAIWEL	CHIPSING	FRIDAY, May 5, at 10 a.m.
SINGAPORE, PENANG & C.	CHIPSING	FRIDAY, May 5, at 3 p.m.
CALCUTTA	HINSANG	SATURDAY, May 6, at Noon.
SANDARAN	HINSANG	SATURDAY, May 6, at 3 p.m.
MANILA	LOONGSANG	SATURDAY, May 6, at 3 p.m.
SHANGHAI	LOONGSANG	SUNDAY, May 7, Daylight.
HOIHOW & HAIPHONG	LOONGSANG	TUESDAY, May 9, at 8 a.m.
SINGAPORE, PENANG & C.	LOONGSANG	TUESDAY, May 9, at 3 p.m.
CALCUTTA	LOONGSANG	TUESDAY, May 9, at 3 p.m.
MOJI & KORE	KUENSANG	WEDNESDAY, May 10, Daylight.
MANILA	KUENSANG	SATURDAY, May 13, at 3 p.m.
SHANGHAI, KORE & MOJI	FOOKSANG	TUESDAY, May 16, Daylight.

RETURN TOURS TO JAPAN.

The steamers Kungang, Namang, Lokang & Fookang leave about every 3 weeks generally call at Shanghai en route for Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 23 days. This service is supplemented by the Yangtze, Kungang leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered) Kobe & Moji and returning thence direct to Hongkong. Time occupied 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Cheloo, Tientsin, Dulny, Weihai.

† Taking Cargo on through Bills of Lading to Koda, Lahad Dato, Simpang, Tawau, Kudat, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

General Managers.

Telephone No. 215.

Agents.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KORE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

Agents.

Telephone No. 215.

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SHIPPING

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High-Class Coast Steamers having good Accommodation for First-Class Passengers. Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP CAPTAIN LEAVING.

HAIPHONG Capt. J. W. Evans FRIDAY, 5th May at 2 p.m.

HAITAN Capt. J. S. Thomson FRIDAY, 12th May at 2 p.m.

SWATOW.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & Co.

General Managers.



TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

Via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer Tons & Speed. Leave Hongkong.

TENYO MARU 22,000-21 knots. Fri. 5th May at Noon.

NIPPON MARU 11,000-15 knots. Tues. 18th May at 10.30 a.m.

SEIYO MARU 14,000-14 knots. Tues. 18th May at Noon.

SHIYO MARU 22,900-21 knots. Wed. 31st May at Noon.

DAIREN MARU 9,000-12 knots. Sat. 3rd June at Noon.

JINYO MARU 8,000-12 knots. Mon. 26th June at Noon.

PERIA MARU 9,000-12 knots. Tues. 4th July at 10.30 a.m.

EWANTO MARU 8,000-12 knots. Sat. 8th July at Noon.

SEIYO MARU 17,200-14 knots. Tues. 11th July at Noon.

† Proceeding to South American Ports. † Via MANILA, Omitting Shanghai.

First Class to London. \$27-10. Return (6 months) \$120.

" " New York " 280. " 298-10.

" " San Francisco " 245. " 255.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For Japan Ports, Honolulu, San Francisco, Los Angeles, Salina Cruz, Balboa, Callao, Arica, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires, etc.

Steamer Tons & Speed. Sailing.

SEIYO MARU 14,000-14 knots. Tuesday, 16th May at Noon.

For full particulars as to Passage and Freight apply to

K. DOI, Acting Agent.

Telephone 221.

KING'S BUILDING (Opposite Blake Pier).

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SHIPPING

P. & O. S. N. Co.

STEAM FOR STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS, AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "AMUR" Captain A. Collyer, carrying His Majesty's Mails will be despatched from this port on or about FRIDAY, the 3rd May, 1916, taking Passengers and Cargo for the above ports. The "Amur" will proceed through to Port Said, Marseilles and London.

Silk and Valuables for Bombay (under arrangement) will be transhipped at Colombo into a steamer of the P. & O. S. N. Co. Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. V. D. FARR, Acting Superintendent.

Hongkong, April 24, 1916.

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To-day's Advertisements

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO MANILA, ZAMBOANGA & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
"TAITUAN"	In port	May 2nd
"CHANGSHA"	June 18th	July 5th

These steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of ice, fresh provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tientsin ports.

For freight or passage apply to:

BUTTERFIELD & SWIRE, Agents.

Telephone No. 38.

HONGKONG, May 1, 1916.

FOR SALE.

THE Undersigned, have received instructions to sell at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street, One four (4) Cylinder Marine Engine 12-15 horse power complete with Magneto, Reverse Gear, Shaft, Propeller, etc. Full particulars may be had from the undersigned.

Transit - Cash.

HUGHES & HOUGH, Auctioneers.

Hongkong, May 4, 1916.

NOTICE.

ANY EUROPEAN, NON ASIATIC or INDIAN desiring to leave the Colony should apply in writing for permission to do so to the Captain Superintendent of Police, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the name of the train by which the applicant wishes to leave. Applicants should apply in person (or their agents at the Central Police Station between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily.

FRENCH LESSONS

G. MOUSSON.

15, Morrison Hill Road.

MARTIN'S
APIOLAST
A French Remedy for all Rheumatic Affections, Gout, Gravel, Neuralgia, Sciatica, etc. It is the only medicine that cures these ailments without any delay or inconvenience. It is sold in all the principal chemists and druggists.

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A French Remedy for all Rheumatic Affections, Gout, Gravel, Neuralgia, Sciatica, etc. It is the only medicine that cures these ailments without any delay or inconvenience. It is sold in all the principal chemists and druggists.

JAPANESE MAKERS

Every kind of Footwear

MADE

TO

ORDER



CHERRY & CO.

PEDDER STREET,

Opposite Hongkong Hotel.

Telephone No. 491.

Hongkong, March 20, 1914.

"OVERLAND CHINA MAIL"

THE WEEKLY EDITION OF THE

"CHINA MAIL"

CONTAINS ALL THE NEWS OF THE WEEK.

PRICE 22 CTS. (Cash) per Copy.

HONGKONG REGISTER.

Barometer	30.00	30.02	30.00
Temperature	74	72	75
Humidity	72	78	72
Direction of Wind	W	W	W
Force	4	4	5
Weather	C	C	C
State	C	C	C

Published by the Proprietor at the No. 11, Leadenhall Street, London, E.C.3.

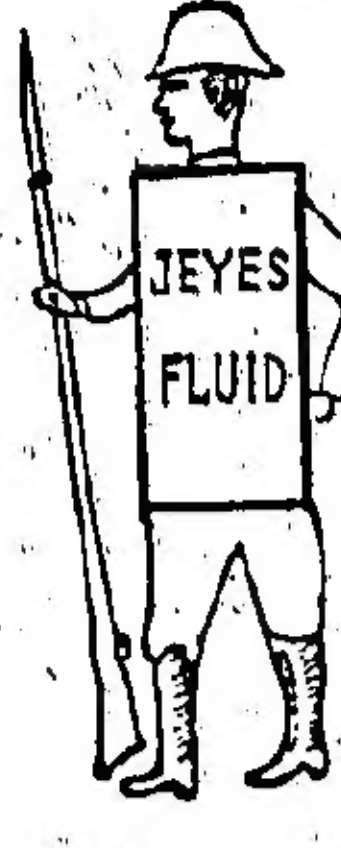
T. F. CLARKE, Director.

Shanghai Observatory, May 4, 1916.

ON GUARD

AGAINST

INFECTION



Prices

1 Gal. tin \$ 3.25

5 .. drum \$15.00

INSIST ON

JEYES

Refuse Substitutes.

ALEX. ROSS & CO.

Sole Agents.

SHIPPING

ARRIVALS.

May 3.
Cheongshing, British str., 1,250, Liddell, Saigon April 29. Rice - JARDINE, MATHESON & CO. Ltd.

Lokeang, British str., 370, D. W. Ritchie, Haiphong May 2. General - JARDINE, MATHESON & CO. Ltd.

Orissa, Malay, Japanese str., 877, N. Hyodo, Keelung May 1. Coal - O. S. K.

May 4.
Nanhai, British str., 1,188, A. Collier, Kobe April 28. and Shanghai May 1. Mails and General - P. & O. S. N. Co.

Kany Ping, Chinese str., 1,114, J. R. Howie, Wankin April 27. Coal - M. B. K.

Tanaka, Malay No. 12, Japanese steamer, 2,014, A. Nomura, Milke April 28. Coal - M. B. K.

Kanai, British str., 1,245, W. J. Cole, Saigon April 29. Rice - BUTTERFIELD & SWIRE.

Chipping, British str., from Canton.

Hainan, Chinese str., from Canton.

May 4.
Kaiyong, for Hainan and Haiphong.

Daiyong, for Haiphong.

Chao-hong, for Swatow and Bangkok.

Kaiyung, for Shanghai.

Kaiyung, for Canton.

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POST OFFICE NOTICES.

Parcels for Russia via London and Archangel can now be accepted for transmission.

No parcels except those for Russia, Norway, Sweden, Denmark and Rumania can be retransmitted via Siberia.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

Correspondence addressed to enemy subjects in China, Siam, Liberia, Portuguese East Africa, Persia and Morocco cannot be transmitted.

Ships in communication with Cape D'Aguilar Radio Telegraph Station -
Tathypins - Kamo Maru

Europe (via Negapatam) Kamo Maru, 5th May.

Australia, St. Albans, 5th May.

Mails will close for -
WEIHAIWEI & TIENTSIN.

Per Cheongshing, at 9 a.m., on Friday, the 5th May.

SAIGON.

Per Nanhai, at 10 a.m., on Friday, the 5th May.

STRAITS, BURMAH, CEYLON, ADEN, LAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT & EUROPE.

Per Nanhai, Registration at 10.15 a.m. Letters at 11 a.m., on Friday, the 5th May.

The Parcel Mail will be closed on Thursday, the 4th May, at 5 p.m.

SWATOW, AMOY & FOOCOW.

Per Hai Hong, at 1 p.m., on Friday, the 5th May.

STRAITS & INDIA VIA CALOUTTA.

Per Onyang, at 2 p.m., on Friday, the 5th May.

SAIGON.

Per Cheongshing, at 4 p.m., on Friday, the 5th May.

SAIGON.

Per Cheongshing, at 5 p.m., on Friday, the 5th May.

SHANGHAI, NORTH CHINA & JAPAN VIA KOBE.

Per Kamo Maru, at 9 a.m., on Saturday, the 6th May.

SHANGHAI, NORTH CHINA, JAPAN VIA NAGASAKI, HOKKAI, U.S.A., SOUTH AMERICA, CANADA, VIA SAN FRANCISCO & UNITED KINGDOM VIA CANADA.

Per Tanya Maru, Registration at 10.15 a.m. Letters at 11 a.m., on Saturday, the 6th May.

SANDAKAN.

Per Nanhai, at 11 a.m., on Saturday, the 6th May.

PHILIPPINE ISLANDS.

Per Loonyang, at 2 p.m., on Saturday, the 6th May.

SHANGHAI & NORTH CHINA.

Per Kiyong, at 5 p.m., on Saturday, the 6th May.

TIENTSIN & WEIHAIWEI.

Per Kiyong, at 5 p.m., on Saturday, the 6th May.

SWATOW, AMOY & FORMOSA VIA TAMSUI.

Per Amokha Maru, at 9 a.m., on Sunday, the 7th May.

STRAITS, INDIA, COLOMBO, BURMA, CAPE TOWN, TENERIFFE & UNITED KINGDOM.

Per Hiron Maru, at 9 a.m., on Sunday, the 7th May.

CHINWANGTAO.

Per Kamo Maru, at 11 a.m., on Monday, the 8th May.

PHILIPPINE ISLANDS, JAPAN VIA MOJI, CANADA, UNITED STATES, SOUTH AMERICA & UNITED KINGDOM VIA VICTORIA.

Per Cheongshing, Registration at 12.15 p.m. Letters at 1 p.m., on Monday, the 8th May.

BOHONG & BAIPHONG.

Per Loonyang, at 7 a.m., on Tuesday, the 9th May.

PHILIPPINE ISLANDS.

Per Cheongshing, at 3 p.m., on Tuesday, the 9th May.

SWATOW, AMOY & FOOCOW.

Per Hiron, at 1 p.m., on Friday, the 12th April.

JAPAN VIA NAGASAKI.

Per Tanya Maru, at 9 a.m., on Saturday, the 13th May.

PHILIPPINE ISLANDS, AUSTRALIA, NEW ZEALAND, TASMANIA VIA THURSDAY ISLAND.

Per Ali Maru, Registration at 9.15 a.m. Letters at 10 a.m., on Tuesday, the 16th May.

KORMOSA VIA KEELUNG, SHANGHAI, NORTH CHINA, JAPAN VIA MOJI, VICTORIA, B.C., U.S.A., SOUTH AMERICA VIA SEATTLE & UNITED KINGDOM VIA CANADA.

Per Kamo Maru, Registration at 2.15 p.m. Letters at 3 p.m., on Tuesday, the 16th May.



CUTICURA SOAP BATHS

Followed by a Little Ointment for Tender Skins. Trial Free.

They afford infants and children great comfort, permit rest and sleep and point to speedy healing of eczema, rashes, itching and chafing. Nothing better at any price for the nursery and toilet.

Sample Each Free by Post.

With 32-p. Book. Address F. Newbery & Sons, 27, Charterhouse Sq., London, E.C.3, Eng. Sold throughout the world.

WEATHER REPORT.

On the 4th at 11.30.-The anticyclone has spread eastward. It now covers the Yellow Sea, Korea and Japan.

Pressure is nearly stationary in southern districts.

The typhoon appears to be stationary or filling up.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

Forecast for the 24 hours ending at noon on the 5th May.

1.-Hongkong to Gap Rock: E. winds, moderate; fine.

2.-Formosa Channel: N.E. winds, fresh.

3.-South coast of China between Hongkong and Lamock: The same as No. 1.

4.-South coast of China between Hongkong and Hainan: The same as No. 1.

PASSENGERS EXPECTED.

Per N. Y. K. s.s. Kamo Maru, From London March 11. - To Hongkong, Rev. G. E. Hicks, Mrs. J. A. Farrand and Miss Tarrant.

To Shanghai, Mrs. J. E. Anderson, Miss S. L. Blawhamp, Mrs. E. A. Packman, Miss E. C. McMorris, Miss C. A. M. Kirk, Mrs. Noble, Miss W. Watney, Miss W. Burdison, Miss B. N. Laps, Miss A. Hearn, Miss G. Fisher, Mr. and Mrs. W. R. Brown and 2 children, Miss S. Hurry.

Per P. & O. s.s. Kormela, From London March 13. - To Hongkong, Rev. and Mrs. Curtis and 2 children, Mrs. Martin and 2 children, Mr. W. M. Black, To Shanghai, Miss M. N. Cordeur, Mr. and Mrs. Alexander, Mr. Livesey.

Per N. Y. K. s.s. Katori Maru, From London March 22. - To Hongkong, Mr. Hatt, Dr. Sanders, Mr. G. O. (Mrs.) Miss Alden, To Shanghai, Mrs. Holland, Mr. and Mrs. Mine, Mrs. Hughes and 2 children, Miss Smith, Miss Phillips, Mrs. D. and Master Clark, Mrs. A. Holgate, Miss Golding, Miss B. K. Olney, Mr. Haybanc, Mr. and Mrs. Holland and 2 children.

EXCHANGE.

Hongkong, May 4, 1916.

On London.

Bank Wire 2/3

On demand, 2/3 1/2

30 days' sight, 2/3 1/2

4 months' sight, 2/3 1/2

On Paris.

On demand, 321

On Berlin.